TIME IS IMPORTANT
Take TIME to be SAFE

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Sausalito	Dr. C. F. Larson	Dist. Phys. & Surg.
Tiburon	Dr. D. O. Cooke	Dist. Phys. & Surg.
Mill Valley	Dr. R. B. Hartman	Dist. Phys. & Surg.
San Rafael	Dr. H. O. Hund	Dist. Phys. & Surg.
San Rafael	Dr. D. L. Wagner	Dist. Phys. & Surg.
San Rafael	Dr. B. Simmons	Dist. Phys. & Surgeon
San Rafael	Dr. W. M. Edwards, Jr.	Ass't. Dist. Phys. & Surg.
Novato	Dr. R. J. Weseman	Dist. Phys. & Surg.
Petaluma	Dr. J. J. Mohrman	Dist. Phys. & Surg.
Petaluma	Dr. F. E. Ems	Ass't. Dist. Phys. & Surg.
Petaluma	Dr. L. S. Sannella	Oculist & Aurist
Sebastopol	Dr. L. B. Cohenour	Emergency Surgeon
Guerneville	Dr. W. I. Ellison	Emergency Surgeon
Santa Rosa	Dr. A. M. Bowles	Dist. Phys. & Surg.
Santa Rosa	Dr. L. E. Avery	Dist. Phys. & Surg.
Santa Rosa	Dr. H. M. Every	Oculist & Aurist
Healdsburg	Dr. Carl Harvey	Dist. Phys.& Surg.
Sonoma	Dr. C. B. Andrews	Emcy. Phys. & Surg.
Sonoma	Dr. W. J. Newman	Emgcy. Phys. & Surg.
Sonoma	Dr. J. R. Schafer	Emgcy. Phys. & Surg.
Cloverdale	Dr. L. Sayre	Dist. Phys. & Surg.
Ukiah	Dr. W. M. Vest	Dist. Phys. & Surg.
Willits	Dr. R. E. Welch	Dist. Phys. & Surg.
Willits	Dr. F. Myers	Ass't. Dist. Phys. & Surg.
Alderpoint	Dr. J. E. Phelps	Dist. Phys. & Surg.
Scotia (Rio Dell)	Dr. R. N. Treadwell	Dist. Phys. & Surg.
Scotia (Rio Dell)	Dr. K. Munchheimer	Ass't. Dist. Phys. & Surg.
Fortuna	Dr. C. R. Schwartz	Dist. Phys. & Surg.
Eureka	Dr. J. W. Walsh	Dist. Phys. & Surg.
Eureka	Dr. W. C. Carey	Aurist
Eureka	Dr. W. W. Dolfini	Dist. Phys. & Surg.
Eureka	Dr. J. G. Smith	Oculist
Arcata	Dr. C. N. Earl	Dist. Phys. & Surg.

Note—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or wait arrival of District Surgeon.

HOSPITAL

GENERAL HOSPITAL ..... SAN FRANCISCO

WATCH INSPECTORS

RULE 2. Designated Watch Inspectors:

K. I. Dunlap, Manager Time Service ..... 65 Market St., San Francisco
A. Solari ..... 745 Third St., San Francisco
G. D. Davidson Co., Traveling Watch Inspector
J. Don Eaton ..... 4 Princess St., Sausalito
Herbert-Rohrer ..... 1219 4th St., San Rafael
Lynn Richey ..... 165 Main St., Petaluma
Chester Kradjan ..... 502 4th St., Santa Rosa
C. E. MacDonald ..... 17 E. Napa St., Sonoma
Harry D. Roberts ..... 106 W. Standley St., Ukiah
A. B. Guslander ..... Willits
J. C. Tario ..... 407 5th St., Eureka
S & K Jewelers ..... 304 F St., Eureka
Kelly's Jewelers ..... 837 H. St., Arcata

NORTHWESTERN PACIFIC RAILROAD COMPANY

TIMETABLE

48

EFFECTIVE SUNDAY, MARCH 15, 1964
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

C. E. NEAL,
Vice President and General Manager.

S. J. MACKIE,
Superintendent.

TRAINMASTERS

GERALD FOSTINE ..... Santa Rosa
H. R. RUTLER ..... Willits
H. B. FOWLER ..... Eureka

TRAINMASTER ROAD FOREMAN OF ENGINES

J. D. LEWIS ..... Willits

ASSISTANT TRAINMASTERS

J. R. STREETT ..... San Rafael
W. K. MILLER ..... Willits
M. P. FORD ..... Eureka
R. E. RUEGAMER ..... Eureka

CHIEF TRAIN DISPATCHER

P. NOVAGLIA ..... San Rafael

SANTA ROSA SUBDIVISION

STATIONS

SIDING CAPACITIES AND FACILITIES

EASTWARD Mile Post Location				Station Number	Distance	WESTWARD SECOND CLASS 81 Freight Arr. Daily	85 Freight Arr. Daily
6.5	R	TIBURON	BDP	5	131.4		
12.7 / 14.3	Yard Limits	DETOUR	P	11	125.2		
17.0	90 TO-R	SAN RAFAEL	BKYP	14	122.5	Via Black Point	Via Black Point
24.9	Yd Limits	IGNACIO	YP	22	114.6	AM 4.15	PM 7.15
27.8		NOVATO	P	25	111.7	4.10	7.10
31.3	120	BURDELL	P	28	108.2	4.05	7.05
38.5	85 Yd Lmts TO	PETALUMA	KIP	36	101.0	3.49	6.49
46.1	106	COTATI	P	43	93.4	3.36	6.36
53.8	104 Yd Lmts TO-R	SANTA ROSA	BKYP	51	85.7	3.25	6.25
58.5	52	FULTON	P	55	81.0	3.15	6.15
68.0	75 Yd Lmts TO-R	HEALDSBURG	BKTP	65	71.5	3.03	6.03
75.8	125 Yd Lmts	GEYSERVILLE	P	73	63.7	2.48	5.48
81.3		ASTI	P	78	58.2	2.39	5.39
85.2	58 TO	CLOVERDALE	P	82	54.3	2.34	5.34
100.1	85	HOPLAND	P	97	39.4	2.01	5.01
114.0	Yd Lmits TO-R	UKIAH	BKP	111	25.5	1.33	4.33
122.1	125 Yd Lmts	REDWOOD VALLEY	P	119	17.4	1.20	4.20
131.4	22	RIDGE	P	128	8.1	12.35	3.35
139.5	Yd Lmts TO-R	WILLITS	BKDTYP	136	0.0	12.01 AM	3.00 PM
		(131.4)				Leave Daily	Leave Daily
						81	85

SCHELLVILLE BRANCH

Mile Post Location				Station Number	Distance	81 Freight Arr. Daily	85 Freight Arr. Daily
44.8	R Yd Lmts	SONOMA	BDP	620	19.9	AM 5.05	PM 8.05
40.4	TO-R	SCHELLVILLE	BKYP	616	15.5		
30.8		RECLAMATION		606	5.9		
28.5		BLACK POINT	IP	604	3.6		
24.9	Yd Lmts	IGNACIO	YP	22	0.0	4.15 AM	7.15 PM
		19.9				Leave Daily	Leave Daily
						81	85

SAUSALITO BRANCH

7.1	Yd Lmts	SAUSALITO		305	7.2	
14.3		DETOUR	P	11	0.0	
		7.2				

ADDITIONAL STATIONS

Capacity and Direction of Entry into Spurs		Mile Post	NAME	Station No.
7W		11.4	Meadowsweet.....(Spur)	10
8W		14.9	Greenbrae.....(Spur)	12
18W		23.8	Hamilton Field.....(Spur)	21
50E		36.7	Haystack.....(Spur)	34
20W		37.1	McNear .....(Spur)	35
..		39.2	Park Siding.....	37
9W		41.0	Crown.....(Spur)	38
3W		43.3	Penn Grove.....(Spur)	40
7W		48.7	Wilfred .....(Spur)	46
7E		61.0	Shiloh.....(Spur)	58
..	P	62.9	Windsor.....	60
7W		66.4	Grant.....(Spur)	63
..		67.2	Bailhache.....	64
18E		69.0	Finlayson .....(Spur)	66
..		69.1	Oliveto.....	66
..	P	71.9	Lytton	69
3W		73.9	Nervo.....(Spur)	71
4W		77.0	Omus.....(Spur)	75
6W		78.8	Chianti.....(Spur)	76
6W		82.7	Icaria.....(Spur)	79
..		87.1	Preston.....	84
13E		113.1	Asylum .....(Spur)	110
..	P	115.8	Presswood.....	113
4E		117.0	Norlake .....(Spur)	114
..	P	120.0	Calpella.....	117
14W	P	124.0	Laughlin .....(Spur)	121
			Schellville Branch	
3E		42.3	Vineburg.....(Spur)	618
3E		44.2	Sebastiani.....(Spur)	619
			Sausalito Branch	
10E		8.4	Waldo.....(Spur)	306
5W		11.0	Mill Valley.....(Spur)	309

RULE 5. Time at Ignacio for trains to and from Schellville Branch via Novato, applies at the east switch of the wye on the Santa Rosa line.

EASTWARD FIRST CLASS		Mile Post Location	SOUTH FORK SUBDIVISION	Station Number	Distance from Eureka	WESTWARD FIRST CLASS		WESTWARD SECOND CLASS			
	4					3		75	77		
	Redwood		STATIONS			Redwood		Freight	Freight		
	Leave Mon., Thurs and Sat.		SIDING CAPACITIES AND FACILITIES			Arrive Sun., Wed. and Fri.		Arr. Daily	Arr. Daily		
	PM 12.45	139.5	Yd Lmts TO-R WILLITS BKDTYP	136	144.6	PM s 2.37		AM 5.40	PM 2.15		
	f 12.54	143.7	54 OUTLET P	141	140.4	f 2.26		5.31	2.06		
	f 1.15	152.5	125 LONGVALE P	149	131.6	f 2.05		5.07	1.43		
	f 1.29	158.1	44 FARLEY P	155	126.0	f 1.51		4.53	1.29		
	s 1.51	166.5	18 TO DOS RIOS P	163	117.6	s 1.28		4.31	1.07		
	f 2.13	175.5	21 NASHMEAD P	172	108.6	f 1.07		4.09	12.45		
	f 2.24	180.0	32 SPYROCK P	177	104.1	f 12.55		3.58	12.34		
	f 2.36	184.3	54 BELL SPRINGS P	181	99.8	f 12.44		3.47	12.23 PM		
	f 2.48	189.3	24 RAMSEY P	186	94.8	f 12.31					
	s 3.03	194.5	Yd Lmts 60 ISLAND MOUNTAIN DP	191	89.6	s 12.18		3.20	11.56 AM		
	f 3.18	200.3	31 KEKAWAKA P	197	83.8	f 12.02 PM		3.03	11.39		
	s 3.41	209.0	54 TO ALDERPOINT P	206	75.1	s 11.40 AM		2.41	11.17		
	s 4.01	216.6	90 Yd Lmts TO-R FORT SEWARD BKP	214	67.5	s 11.21		2.23	10.59		
	f 4.20	225.1	92 EEL ROCK P	222	59.0	f 11.01		2.04	10.39		
	f 4.36	232.2	McCANN	229	51.9	f 10.44		1.48	10.23		
	s 4.48	237.3	73 Yd Lmts TO SOUTH FORK KP	234	46.8	s 10.35		1.39	10.14		
	4.56	241.7	52 LARABEE P	239	42.4	10.24		1.29	10.03		
	f 5.03	245.6	SHIVELY P	243	38.5	f 10.17		1.21	9.55		
	f 5.12	250.1	ELINOR P	247	34.0	f 10.08					
	s 5.24	255.6	75 Yd Lmts TO-R SCOTIA BKP	253	28.5	s 9.59		1.01	9.35		
	f 5.41	262.7	28 R ALTON P	260	21.4	f 9.43		12.44	9.18		
	5.44	264.5	75 ROHNERVILLE P	261	19.6	9.39		12.40	9.14		
	f 5.47	266.1	19 TO FORTUNA P	263	18.0	s 9.37		12.37	9.11		
	f 5.51	268.7	36 FERNBRIDGE	266	15.4	f 9.31		12.32	9.06		
	f 5.54	271.0	10 LOLETA P	268	13.1	f 9.28		12.28	9.02		
	6.04	277.8	75 SOUTH BAY	275	6.3	9.18		12.16	8.50		
	6.10	282.0	Yd Lmts BUCKSPORT P	279	2.1						
	s 6.20 PM	284.1	TO-R EUREKA BKDTYP (144.6)	281	0.0	9.05 AM		12.05 AM	8.40 AM		
	Arrive Mon., Thurs and Sat.					Leave Sun., Wed. and Fri.		Leave Daily	Leave Daily		
	4					3		75	77		

Bell Springs and Whitlow Post Office, MP 229.94, are mail and express stops for trains Nos. 3 and 4.

RULE 5. Time at Willits for No. 3 and No. 4 will apply at the east switch of the coach track.
Time at Eureka for No. 3 and No. 4 will apply at west switch of crossover from main track leading to Balloon lead track.
Time at Eureka for No. 75 and No. 77 will apply at the west switch to train yard, MP 282.1.

RULE 93. No. 3 and No. 4 will use coach and house track at Willits.
No. 3 and No. 4 will use Balloon lead track at Eureka.

RULE 505. Automatic Block Signals from east switch Island Mountain through Tunnel 27.

EASTWARD ↓

SOUTH FORK SUBDIVISION

KORBLEX BRANCH

STATIONS
SIDING CAPACITIES AND FACILITIES

Mile Post Location		Yard Limits		Station Number	Distance
284.1	TO-R		EUREKA BKDTYP	281	11.1
292.5			ARCATA KY	808	2.7
295.2	20		KORBLEX	811	0.0
			11.1		

WESTWARD ↑

SAMOA BRANCH

292.5			ARCATA KY	808	8.0
300.5	45	Yard Limits	SAMOA	908	0.0
			8.0		

CARLOTTA BRANCH

262.7	28 R		ALTON P	260	5.0
267.7			CARLOTTA	705	0.0
			5.0		

ADDITIONAL STATIONS

Capacity and Direction of Entry into Spurs		Mile Post	NAME	Station No.
..		169.0	Deer Lodge	165
2W	P	171.1	*Woodman (Spur)	168
..		174.4	*Camp Rest	171
11E		195.7	Quarry Spur (Spur)	-----
8E		201.0	*MP 201 (Spur)	-----
15E	P	205.5	Cain Rock (Spur)	202
12W		228.3	Tanoak (Spur)	225
..		233.4	Camp Grant	232
..	P	238.4	Perrott Creek	236
..		242.4	*Larabee Ranch	240
..		253.8	Glynn	251
..	P	256.1	Yoder	254
4W		257.0	Nanning Creek (Spur)	255
2W	P	259.0	*Stone (Spur)	256
..		268.2	Worswick	265
..		273.9	Beatrice	271
			Korblex Branch	
23W		287.5	Brainard (Spur)	804
15W		289.2	Bracut (Spur)	805
..		291.0	Gannon	807
			Samoa Branch	
..		297.5	Manila	905

*Flag stop for Nos. 3 and 4.

RULE A. Employes must know they have in their possession copy of Rules and Regulations of the Transportation Department effective July 1, 1960, page revisions listed on Page 1 revised April 1, 1961.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track, sidings and spurs.

There are numerous other structures with impaired clearance on yard and station tracks on the divisions, and employes must be familiar with their location and avoid personal injury.

Employes are prohibited from riding or walking on roof of any moving car.

EXCEPTION: Employes may ride on roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.

RULE 6-A. The following symbols when placed at right of Station name indicate:

B.....bulletin station.	I.....interlocking.
K.....standard clock.	T.....turntable.
W.....water station.	Y.....wye or turning track.
D.....diesel fuel station.	P.....telephone.
O.....fuel oil station.	

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H, 10-I, 15 and Form Y train orders are revised to read:

One (1) Mile where one and one-half (1½) miles are shown.

RULE 19. Last sentence of Item (5), Rule 19, reading: "Red light must be extinguished and green light displayed when train has stopped clear of main track to be met or passed by another train outside of block system limits." is CANCELLED.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 105. Capacity of sidings column indicates the number of cars average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 206. Second paragraph will not apply to Southern Pacific engines.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statments are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 811. The crew must eat as a unit, and conductor will notify train dispatcher in advance where they intend to do so.

RULE 827. On freight trains a member of the crew must frequently observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 872. Enginemen taking charge of engines at Eureka and Willits will consider engines as having been amply supplied with fuel, sand and water.

MISCELLANEOUS

Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.

Engines weighing more than 330,000 lbs. must not be placed behind steel underframe cabooses.

Not more than one helper engine will be placed behind steel underframe cabooses.

Forward brakeman in freight service will ride the lead diesel unit unless otherwise instructed by conductor or engineer.

Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on engine shut down.

MAXIMUM CAR LOADINGS

Load limit (car and contents) must not exceed 240,000 pounds except load limit on wharf Samoa Yard must not exceed 169,000 pounds.

Unless authorized by chief train dispatcher, heavier loads must not be handled.

NWP MW-42, relief crane, weighs 230,840 pounds.

NWP MW-43, relief crane, weighs 222,700 pounds.

When handling 20,000 gallon loaded wine tank cars which have a gross weight of over 230,000 pounds, an empty car, or a load which does not exceed 199,000 pounds, must be handled immediately ahead of and immediately to the rear of each of these cars.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-114, 116, 117 with 62/15 gear ratio trucks	65	65	##65
DF-114, 117 with 65/12 gear ratio trucks	55	55	##55
DF-118, 120-122, 124, 125	70	70	##70
DS-600 to 606	65	65	##65
DS-1, 4, 5	45	45	45
DS-101	60	60	60
DS-200 to 205	35	35	35

##When operated in multiple units control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

OTHER SPEED RESTRICTIONS

Logs loaded on flat or logging cars, except:.....35 MPH
On curves .....25 MPH
On truss bridges and through tunnels.....15 MPH

Trains handling relief cranes NWP MW-42 or NWP MW-43 must not exceed 35 MPH.

Trains handling shovels, ditchers, cranes, except NWP MW-42 and NWP MW-43, pile drivers and derricks on own wheels must not exceed 25 MPH.

Facing point movements over spring switches must not exceed 35 MPH for passenger trains and 30 MPH for freight trains.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Maximum speed of trains handling dead SPCo. engines is the speed shown for same engine running forward light, except DS-200 to 205 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead engines hauled in train and weighing 100,000 pounds or more must be placed first behind the engine handling the train. If weight is less than 100,000 pounds, dead engines must be placed near rear of train.

Trains handling Scale Test Cars must not exceed 40 MPH on main track other than Branches and 30 MPH on main track on Branches.

AIR BRAKE RULE

RULE 3. Standard brake pipe pressure for freight trains is 90 lbs.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel.", or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 10-J. Speed signs to left of track:

Eastward	Reading
MP 121.40	25
Westward	**Reading**
MP 139.20	40
MP 37.95	10

RULE 21-C. Train indicators on trains, arriving Willits may be displayed until engine reaches roundhouse or delivery track but must be removed immediately on arrival at roundhouse or delivery track.

RULE 83-A. At the following stations only trains indicated will register:

Santa Rosa.....Trains originating or terminating.
Healdsburg.....Trains originating or terminating.
Ukiah.....Trains originating or terminating.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
6.84	San Rafael (Sausalito Branch)	End of Branch
6.50	" " (Santa Rosa Line)	17.30
24.30	Ignacio	27.05
26.80	" (Schellville Branch)	
44.95	Schellville	38.63
36.38	Petaluma	39.52
52.36	Santa Rosa	55.66
65.65	Healdsburg	69.71
74.52	Geyserville	78.39
110.84	Ukiah	115.82
120.21	Redwood Valley	122.39
137.90	Willits	141.40

RULE 98. Railroad crossings at grade not interlocked:
Petaluma.....P&SRRR crossing of yard tracks — STOP. Flag protection must be provided.

RULE 99-C. Will apply between Ignacio and San Rafael; on Schellville Branch and between Willits and Redwood Valley.

RULE 103-A.

Tiburon: Sign posts bearing the letter "W" have been placed just east of Hilarita crossing, MP 7.26, and just west of San Rafael Avenue crossing, MP 7.90. Between 7:00 AM and 7:00 PM daily, except Saturday, Sunday and holidays, engineers will sound whistle signal 14(1) while passing these signs.

San Rafael: Movements over Francisco Blvd. or Toll Road, crossing the B St. route must be protected by a flagman.

Movements over Meyer Spur, crossing Bellam Boulevard and Jacoby Street, must be made under Flag protection.

Pedestrian crosswalk located at Los Gallinas Avenue, MP 19.3, must not be blocked by standing trains or cars.

Hamilton Field: Switching movements at Hamilton Air Force Base under jurisdiction of Air Force representative. Engines must not pass engine restriction sign without permission from Air Force representative.

Ignacio: White poles marking limits of circuits controlling operation of signals protecting highway crossings at Ignacio, MP 24.9, are located as follows:

Main Track.....750 feet west of highway crossing.
Main Track.....824 feet east of highway crossing.
Schellville Branch.....350 feet west of highway crossing.
Schellville Branch.....600 feet east of highway crossing.

After passing over crossing, trains or engines must not make a reverse movement until entire consist has passed the appropriate white marker pole.

Petaluma: Should automatic warning devices be inoperative at Adams St., D St., or Washington St. movements over these crossings must be protected by a flagman.

Switching movements over the following crossings must not be made until flag protection to traffic has been provided:
Adams St. or D St.
Copeland St.—East end of P&SRRR interchange.
Washington St.

Uncontrolled movement of cars over these crossings prohibited.

Gates across Gerwick spur, 375 feet and 555 feet from switch, must be kept closed and locked, except when using spur. Spring latches are in place to hold gates open.

Santa Rosa: When cars are standing within 200 feet of Barham Ave. crossing, flag protection must be provided for movements over crossing.

Flag protection must be provided for movement over 13th St. crossing and Olive Street crossing, on spur track serving Grace Brothers Brewery.

Wigwags at 6th, 7th and 8th Street crossings operate only when movements are made on main track and siding. Wigwag at 9th Street crossing operates only when movements are made on main track.

When movements over these crossings are made from other tracks and wigwags are not operating, movement must not be made until flag protection has been provided.

Public Utilities Commission order prohibits all movements over the following crossing unless movements first brought to a stop and traffic on the highway protected by a member of the crew:

Santa Rosa.....Beaver St. on cross town line.

Willits: Flashing light signals at Commercial Street crossing are not actuated for movements over Track 2 or House Track until equipment is within fifty (50) feet of crossing. Trains and engines using Track 2 or House Track must not proceed over crossing until flashing light signals are operating. Equipment must not be left standing on these tracks within one hundred (100) feet of the crossing.

Movements over Highway 101 crossing on wye track at Willits must be made under flag protection.

RULE 104. Normal positions of switches at west end of Schellville are from track No. 1 through east crossover to main track, and from main track to east leg of wye.

Normal position of east wye switch at Ignacio on Santa Rosa line, is for Schellville Branch.

RULE 105. At the following stations, sidings are located as shown below:

SANTA ROSA. On east side of main track, from MP 54.97 (20 feet west of Jennings Ave.) to MP 53.85 (10 feet east of Sixth St.)

RULE 221. Unit for display of flashing light installed at the following locations:

Station	Location	Direction
Petaluma	East end siding	Eastward trains
Santa Rosa	MP53.95	Westward trains
Healdsburg	East end siding	Eastward trains

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery and such train orders do not restrict train at that station and train may pass fouling point of siding if not restricted by timetable or train orders previously received.

No. 81 and No. 85 are not required to obtain clearance at Schellville.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Geyserville	East switch	Main track
Redwood Valley	East switch	Main track

Switch point indicator, indicating position of switch for facing point movement at above locations, are located from 25 to 100 feet in approach to switch. When movement has been completed through switch, reverse movement must not be made until points close and indicator displays green aspect.

GENERAL REGULATIONS

RULE 825. Willits: Train crews must not release brakes on outbound trains until engine is coupled to train and brake pipe is charged.

Portable rail skids are hung on a pole near the center of the siding at Ridge, MP 131.4.

When necessary to leave one or more cars on the siding, rail skids must be placed on rail, and leading wheels of first car in descending direction run on to the rail skids and hand brakes set, when operative, before engine is detached.

Trains picking up cars from siding at Ridge must remove rail skids and return them to the pole provided for that purpose, locking them in place with switch lock.

RULE 827. Westward trains departing Willits must not exceed 12 MPH until rear of train has passed over Commercial Street crossing.

Rolling inspection must be made on westward freight trains at Cloverdale, or Geyserville, by trainmen, except when operator is on duty at Cloverdale.

On trains having helper units cut in, trainmen must make rolling inspection on cars behind helper units leaving Redwood Valley on both eastward and westward trains.

AIR BRAKE RULES

RULE 2-B. Dynamic braking on head end of freight trains must not exceed:

EASTWARD — 12 axles.

WESTWARD — 18 axles, except Willits to Redwood Valley;

Three 6-axle units with 65/12 gear ratio; or

Two 6-axle units with 65/12 gear ratio and two 6-axle units with 62/15 gear ratio; or

One 6-axle unit with 65/12 gear ratio and three 6-axle units with 62/15 gear ratio; or

Five 6-axle units with 62/15 gear ratio.

Dynamic brake on westward passenger trains must be tested before leaving Ridge.

Dynamic brake on westward freight trains must be tested before leaving Willits, and again before leaving Ridge. On eastward freight trains dynamic brake must be tested before leaving Ridge.

RULE 13. If dynamic brake fails in retaining valve territory, stop must be made immediately and after brake pipe pressure has been restored train may proceed being governed by retaining valve rules applicable to engines without dynamic brake.

EXCEPTION: **(a)** When train consist exceeds 60 tons per operative brake, train after stopping must be secured against movement with hand brakes and no attempt made to move train without first receiving authority from Chief Train Dispatcher.

(b) When train consist exceeds 60 tons per operative brake and stop is made account of dynamic brake failure on road engine and with helper engine entrained at or near rear of train, road engineer will complete stop with full service brake pipe reduction. Retainers must be set on all loaded cars after which recharge will be made as prescribed in Air Brake Rule 19. After complete oral understanding with helper engineer, road engineer will make a brake pipe reduction not to exceed 6 lbs. with pressure maintaining. After brake pipe reduction is completed through train, helper engineer will start train, road engineer assisting, if necessary, holding light brake cylinder pressure on engine brakes. Immediately after starting, helper engineer will place transition lever in maximum dynamic range and vary speed of train not to exceed 12 MPH, road engineer to assist with light brake cylinder pressure on engine and with further brake pipe reduction, if necessary.

RULE 14. Dynamic brake may be used on descending grades by helper engines placed at or near rear of freight trains when handled by road engine with dynamic brake in operation. When dynamic brake is used on both road and helper engines, engineer on helper engine should maintain a constant dynamic braking force while road engineer controls variations in train speed. If dynamic brake fails on either the road or helper engine, the independent brake must be applied on engine with dynamic brake failure to prevent severe slack action. If the dynamic brake fails on road engine, train must be stopped and subsequent movements must be made in accordance with special instructions under Rule 13. If dynamic brake fails on rear helper engine, train may proceed without stopping provided speed can be controlled within authorized limits with the dynamic brake on road engine using the pressure maintaining system of braking.

RULE 17. Retaining valves must be used as follows:

PASSENGER TRAINS

WESTWARD—Ridge to Redwood Valley

With no dynamic brake in operation, all retaining valves.

When dynamic brakes are in operation and tonnage of train does not exceed 600 tons, retaining valves need not be used unless requested by engineer.

FREIGHT AND MIXED TRAINS

EASTWARD—Ridge to Willits

With no dynamic brake in operation, one retaining valve for each 100 tons in train.

When dynamic brakes are in operation retaining valves need not be used unless requested by engineer.

Retaining valves must not be used on any equipment in high pressure position.

Retaining valves will be turned up at Redwood Valley and turned down at Willits.

WESTWARD—Ridge to Redwood Valley

With no dynamic brake in operation or when train is handled by DS 600 to 606 class engine, all retaining valves.

Nine retaining valves will be left turned down for each 1750 HP unit with dynamic brakes in operation.

Retaining valves will be turned up at Willits and turned down at Redwood Valley.

When retaining valves are turned up on loaded cars, and retaining valve is of the three position type, it must be in the high pressure position, which is midway, or 45-degree position.

When stop is made on descending grade between Ridge and Laughlin by westward freight trains employing the pressure maintaining system of braking, all retaining valves must be turned up before hand brakes and air brakes are released.

RULE 19. Use of the pressure maintaining brake valve will not dispense with the use of retaining valves as required by Rule 17 when helper engines are to be cut off rear end of train at Ridge.

RULE 23. The following series of cars are equipped with AB brake system which has automatic changeover feature to provide proper function when car is loaded and when empty:

SP 345000 — 345669	Gondolas
SP 463500 — 463999	Hopper (open top)
SP 467500 — 467549	Hoppers (open top)
SP 491000 — 491059	Hoppers (covered)
SP 492000 — 492039	Hoppers (covered)
SP 500604	Flat Car

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

FREIGHT TRAINS

RULE 33. Maximum tonnage per operative brake is as follows:
Ridge to Redwood Valley —

Without dynamic brake in operation.....60 tons
When tonnage does not exceed 1125 tons per 6 axles of dynamic brake.....80 tons

RULE 60. On descending grades, dynamic brake on freight trains must be reduced to one half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

PASSENGER TRAINS

RULE 39. Running air brake test must be made by passenger trains leaving Ridge.

PETALUMA JOINT TRACK

NWP yard track at Park Siding, MP 39.2 (Petaluma yard) is designated as an additional interchange track for receipt and delivery of cars between NWP and P&SRRR. This track will be used jointly by the NWP and P&SRRR. The connection between the P&SRRR and NWP tracks will be used solely by the P&SRRR.

WILLITS JOINT TRACK

NWP main track from west yard switch to the crossover at MP 138.95 and the CWRR main track between a point 150 feet west of west crossover switch at MP 138.95 to the west yard switch and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately 1860 feet in length with east switch 120 feet east of Valley Street will be used jointly by the NWP and CWRR.

CWRR main track between crossover at MP 138.95 and crossover at MP 139.33 and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately 1860 feet in length with east switch 120 feet east of Valley Street are designated as interchange tracks for the receipt and delivery of cars between the NWP and CWRR.

Time applies for CWRR first class trains at west switch of crossover on CWRR main track, MP 138.95.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
All engines	Hamilton Field	Beyond engine restriction sign west track No. 1.

SP trains and engines are not permitted to operate on NWP tracks west of MP 41.70 on Schellville Branch.

HELPERS

WILLITS AND REDWOOD VALLEY

Unless otherwise instructed, helper engines will be left in train between Willits and Redwood Valley and will be placed in train as follows:

WESTWARD TRAINS:

On trains not exceeding 3300 tons.....Ahead of road engine.

On trains exceeding 3300 tons but not exceeding 5500 tons.....Two helper units (3500 HP) ahead of caboose and any wooden underframe cars, except, if train is handled by three unit DF-114, 116 to 118, 120 to 122, 124, 125 class road engine, three DF-114, 116 to 118, 120 to 122, 124, 125 class helper units (5250 HP) may be placed ahead of caboose and any wooden underframe cars.

Three unit DF-114, 116 to 118, 120 to 122, 124, 125 class Helper Engine—

On trains handled by three unit DF-114, 116 to 118, 120 to 122, 124, 125 class road engine not exceeding 6000 tons..Ahead of caboose and any wooden underframe cars.

On trains handled by four unit DF-114, 116 to 118, 120 to 122, 124, 125 class road engine exceeding 6700 tons ....Four unit DF-114,116 to 118,120 to 122, 124,125 must be placed 1900 tons or approximately 28 cars ahead of caboose.

On trains handled by four unit DF-114, 116 to 118, 120 to 122, 124, 125 class road engine exceeding 7700 tons.....Five unit DF-114,116 to 118,120 to 122,124, 125 must be placed 2400 tons or approximately 35 cars ahead of caboose.

EASTWARD TRAINS:

On trains not exceeding 2100 tons.....Ahead of road engine.

On trains exceeding 2100 tons .....Helper engines not exceeding 4400 HP ahead of caboose and any wooden underframe cars.

On trains exceeding 2800 tons .....Helper engines not exceeding 5250 HP must be cut in 350 tons per unit but not less than 24 cars ahead of caboose and any wooden underframe cars.

When a three unit, DF-114,116 to 118, 120 to 122, 124,125 class helper engine is used ahead of caboose and any wooden underframe cars in westward freight trains departing Willits, empties and light loads must be placed at least 25 cars ahead of caboose and any wooden underframe cars.

Diesel engines used as helpers and placed at or near rear of freight trains handled by diesel road engines with dynamic brakes in operation on head end will use dynamic brakes on descending grade on westward trains between Ridge and Redwood Valley. Additional tonnage in the same ratio per unit as specified for road engine may be handled without retainers.

Diesel engines used as helpers and placed at or near rear of eastward freight trains will use dynamic brakes on descending grade between Ridge and Willits when requested to do so by road engineer.

When train order provides for cutting out helper engines at Ridge, train will stop so that helper engines at rear end of train will be cut out at leaving switch of siding.

After starting freight trains at Willits and Redwood Valley, helper engineers at rear of train will reduce throttle sufficiently to allow road engineer to stretch entire train. Helper engineer will then bunch the slack in a manner to avoid objectionable run in.

FREIGHT TRAINS

WILLITS AND REDWOOD VALLEY

When helper engines are not employed in trains on ascending grade from Willits or Redwood Valley, the consist of westward trains must not exceed 3650 tons and the consist of eastward trains must not exceed 2300 tons.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK, SIDINGS AND SPURS

Mile Post	At or Near	Description	Side or Overhead
37.8		Wingo bridge	Side
28.5	Black Point	Drawbridge	Side
37.2	Petaluma	Drawbridge	Overhead and side
53.8	Santa Rosa	Cement Shed of Mead Clark Lumber Co.	Side
53.8	Santa Rosa	National Ice Co. Ice Dock	Side
53.8	Santa Rosa	Shell Oil Co.	Side
68.0	Healdsburg	Steel bridge over Russian River	Side

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and OTHER SPEED RESTRICTIONS appearing on page 5 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT–MIXED
MP	MP	Column:	1	2
EASTWARD, TIBURON TO WILLITS:				
6.50 to	17.15		25	25
17.15 to	18.06		30	30
18.06 to	19.36		25	25
19.36 to	36.85		45	45
36.85 to	37.20 (bridge)		10	10
★37.20 to	39.25 (Petaluma)		20	20
39.25 to	53.00		45	45
53.00 to	55.00 (Santa Rosa)		25	25
55.00 to	67.60		45	45
67.60 to	68.58 (Healdsburg)		25	25
68.58 to	70.91		45	45
70.91 to	71.16		40	40
71.16 to	85.53		45	45
85.53 to	89.25		30	30
89.25 to	94.99		25	25
94.99 to	108.72		30	30
108.72 to	113.50		45	45
113.50 to	114.54		25	25
114.54 to	118.28		45	45
118.28 to	119.60		30	30
119.60 to	122.15		45	45
122.15 to	124.07		25	25
124.07 to	136.35		20	15
136.35 to	139.20		40	40
139.20 to	139.50		20	20
EASTWARD, SONOMA TO IGNACIO				
44.95 to	43.00 (Sonoma)		15	15
43.00 to	40.39 (Sonoma)		25	25
40.39 to	32.30		30	30
32.30 to	29.01		45	45
29.01 to	28.70 (bridge)		10	10
28.70 to	25.80		45	45
25.80 to	24.99 (Ignacio)		25	25
EASTWARD, SAUSALITO TO DETOUR:				
6.84 to	11.69		20	20
11.69 to	12.10 (tunnel)		10	10
12.10 to	14.30		20	20

TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT–MIXED
MP	MP	Column:	1	2
WESTWARD, WILLITS TO TIBURON				
139.50 to	139.20		20	20
139.20 to	136.35		40	40
136.35 to	124.07		20	15
124.07 to	122.15		20	20
122.15 to	119.60		45	45
119.60 to	118.28		30	30
118.28 to	114.54		45	45
114.54 to	113.50		25	25
113.50 to	108.72		45	45
108.72 to	94.99		30	30
94.99 to	89.25		25	25
89.25 to	85.53		30	30
85.53 to	71.16		45	45
71.16 to	70.91		40	40
70.91 to	68.58		45	45
68.58 to	67.60 (Healdsburg)		25	25
67.60 to	55.00		45	45
55.00 to	53.00 (Santa Rosa)		25	25
53.00 to	39.25		45	45
★39.25 to	37.20 (Petaluma)		20	20
37.20 to	36.85 (bridge)		10	10
36.85 to	19.36		45	45
19.36 to	18.06		30	30
18.06 to	17.03		20	20
17.03 to	6.50		25	25
WESTWARD, IGNACIO TO SONOMA				
24.99 to	25.80 (Ignacio)		25	25
25.80 to	28.70		45	45
28.70 to	29.01 (bridge)		10	10
29.01 to	32.30		45	45
32.30 to	40.39		30	30
40.39 to	43.00 (Sonoma)		25	25
43.00 to	44.95 (Sonoma)		15	15
WESTWARD, DETOUR TO SAUSALITO:				
14.30 to	12.10		20	20
12.10 to	11.69 (tunnel)		10	10
11.69 to	6.84		20	20

★Regulated by City ordinance.

Trains must approach and cross Wingo bridge with caution, watching carefully for pedestrians and vehicles.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With caution Not Exceeding MPH
Through Sidings, yards and other tracks, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
Wye tracks	10

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Detour and Sausalito	Tiburon and San Rafael	San Rafael to Ignacio	Sonoma and Petaluma	Petaluma to Healdsburg	Healdsburg to Cloverdale	Cloverdale to Redwood Valley	Redwood Valley to Willits	Willits to Redwood Valley	Redwood Valley to Hopland	Hopland to Petaluma	Ignacio to San Rafael
DF-114,116 to 118, 120 to 122, 124,125	5279 to 5293,5308 to 5335,5339 to 5444,5449 to 5493	2350	2750	1425	5000	3350	2825	2150	700	1100	4025	5000	2075
DS-600 to 604	4600 to 4623	1175	1350	725	3325	2113	1800	1375	437	687	2525	3325	1150
DS-605,606	4624 to 4633	1275	1500	800	3825	2300	1975	1500	500	775	2750	3625	1125
DS-1, 4, 5	1000, to 1004 to 1016	700	825	425	2125	1275	1075	825	250	400	1525	2025	600

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE

RULE 10-J. Speed signs to left of track:

Westward	Reading
MP 255.70	45

RULE 21-C. Train indicators on trains, arriving Eureka or Willits, may be displayed until engine reaches roundhouse or delivery track but must be removed immediately on arrival at roundhouse or delivery track.

RULE 82-A. Extra trains operating between Alton and Carlotta will display indicators as an extra train on entire trip as indicated by engine numbers leaving Alton and are authorized to operate as extra trains between Alton and Carlotta without train order authority and without obtaining clearance at Alton.

RULE 83-A. At the following stations only trains indicated will register:

Fort Seward.....Trains originating or terminating.
Scotia.....Trains originating or terminating and No. 75.
Alton.....Nos. 3 and 4.

Extra trains departing Alton on Carlotta Branch, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals". When trip has been completed, date of arrival at Alton must also be entered in column captioned "Signals" in the same manner.

When engine is changed before completion of a trip, crew must indicate on train register that trip was originated with Engine No. .... and completed with Engine No. .....

An extra train enroute Alton to Carlotta or any intermediate point must not leave Alton until it has been ascertained from the train register that all preceding extra trains have completed their trip and registered time and date of arrival at Alton accordingly.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
137.90	Willits	141.40
193.39	Island Mountain	195.62
215.35	Fort Seward	218.25
235.53	South Fork	238.40
254.86	Scotia	256.60
280.56	Eureka (Korblex Branch)	End of NWP Track
"	(Samoa Branch)	End of NWP Track

RULE 99. Flag protection to the rear is not required between Alton and Carlotta.

RULE 99-C. Will apply for westward trains, Fort Seward to Island Mountain.

RULE 103-A. Willits: Flashing light signals at Commercial Street crossing are not actuated for movements over Track 2 or House Track until equipment is within fifty (50) feet of crossing. Trains and engines using Track 2 or House Track must not proceed over crossing until flashing light signals are operating. Equipment must not be left standing on these tracks within one hundred (100) feet of the crossing.

Movements over Highway 101 crossing on wye track at Willits must be made under flag protection.

RULE 104. Normal position of junction switch of Carlotta Branch at Alton is for siding.

Normal position of junction switch of Samoa Branch at Samoa is for Northwestern Pacific Railroad Company Track.

Normal position of junction switch at Carlotta is for The Pacific Lumber Co. track.

RULE 221. Unit for display of flashing light installed at the following locations:

Station	Location	Direction
Dos Rios	MP 166.9	Westward trains

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery and such train orders do not restrict train at that station and train may pass fouling point of siding if not restricted by timetable or train orders previously received.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Island Mountain	East Switch	Main track

Switch point indicator indicating position of switch for facing point movement at above location is located approximately 50 feet in approach to switch. When movement has been completed through switch, reverse movement must not be made until points close and indicator displays green aspect.

GENERAL REGULATIONS

RULE 825. Willits: Train crews must not release brakes on outbound trains until engine is coupled to train and brake pipe is charged.

RULE 827. Trains handling logs not loaded in gondolas should not be in motion on tracks adjacent to main track when passenger trains are passing. If necessary to saw-by, passenger train must remain standing until caboose is clear of main track and train with logs has stopped.

Flat or logging cars loaded with logs handled in trains from Camp Grant to Eureka must be inspected at South Fork, and at Alton or between Alton and Loleta in lieu of Alton.

Special attention must be given to the inspection of chocks and height of loads. Loads must not exceed 12 feet 6 inches in height above top of rail. If car is improperly loaded, it must not be moved and, if in the train, must be set out.

LIGHT TYPE INDICATORS

Light type indicators are installed on the Scotia Bluff at MP 256.85 and MP 257.49 to assist patrolmen in protecting (until flag protection can be provided) any condition which may affect the movement of trains. Lunar light indicates proceed, and red aspect indicates stop.

Control switches are located on poles — MP 256 Pole 24, MP 257 Poles 1, 2 and 3.

Boxes containing these switches are sealed with car seals. If any condition is found to require protection, patrolmen or others will break the seal and open any one of these switches, which will cause the indicator to display a red aspect. Such switch must not be closed until the conditions are corrected for the normal movement of trains.

The protective equipment is so designed as to cause the indicators to assume a stop position if any of the bents should be disturbed by falling rock or high water.

When indicator displays a red aspect, train must stop and then proceed at not to exceed 4 MPH to next indicator. Trainmen and enginemen must observe wooden trestles to see if any of the bents have been displaced or damaged.

WILLITS JOINT TRACK

NWP main track from west yard switch to the crossover at MP 138.95 and the CWRR main track between a point 150 feet west of the west crossover switch at MP 138.95 to the west yard switch and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately1860 feet in length with east switch 120 feet east of Valley Street will be used jointly by the NWP and CWRR.

CWRR main track between crossover at MP 138.95 and crossover at MP 139.33 and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately 1860 feet in length with east switch 120 feet east of Valley Street are designated as interchange tracks for the receipt and delivery of cars between the NWP and CWRR.

Time applies for CWRR first class trains at west switch of crossover on CWRR main track, MP 138.95.

THE PACIFIC LUMBER COMPANY JOINT TRACK

The following tracks are interchange tracks between the NWP and The Pacific Lumber Company and are to be jointly used by the NWP and The Pacific Lumber Company.

Glynn.....Track adjacent to Highline track.
" .....First 1862 feet of Highline track.
" .....A 2698 foot side track adjacent to the main track with west switch at MP 253.16.
" .....A 2224 foot side track with west switch at MP 253.18 and a 2040 foot side track with west switch at MP 253.21, both of which are adjacent to and leading out of the 2698 foot track.
" .....A 2246 foot side track adjacent to the main track with west switch at MP 253.61.
Scotia.....House track.
" .....First 1000 feet of dump spur adjacent to main track, 205 feet west of Yoder switch.

Carloads of logs must not be interchanged on Scotia house track.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK, SIDINGS AND SPURS

Mile Post	At or Near	Description	Side or Overhead
267.7	Carlotta	Van Duzen Camp, TPLCo. log rollway.	Side
284.1	Eureka	Simpson Plywood, track into building	Overhead and side
284.1	Eureka	Park Loading Co. Track 2	Side
284.1	Eureka	Acme Foundry, building	Overhead and side
284.1	Eureka	Shell Oil Co., spur	Side
300.5	Samoa	Georgia-Pacific Co., warehouse No. 14	Overhead

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With caution Not Exceeding MPH
Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
Wye tracks	10
Through turnouts to TPLCo. yard at Yoder	20
DS-4,5, and DS-600 to 604 on trestle to log dump Park Loading at Eureka	10

AIR BRAKE RULES

RULE 2-B. Dynamic braking on freight trains must not exceed 12 axles.

RULE 23. The following series of cars are equipped with AB brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SP 345000 — 345669	Gondolas
SP 463500 — 463999	Hoppers (open top)
SP 467500 — 467549	Hoppers (open top)
SP 491000 — 491059	Hoppers (covered)
SP 492000 — 492039	Hoppers (covered)
SP 500604 —	Flat Car

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 60. On descending grades, dynamic brake on freight trains must be reduced to one half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and OTHER SPEED RESTRICTIONS appearing on page 5 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT–MIXED
MP	MP	Column:	1	2
EASTWARD, WILLITS TO EUREKA:				
139.50	to 140.87		20	20
140.87	to 143.10		40	40
143.10	to 144.65		30	30
144.65	to 167.11		25	25
167.11	to 167.37		15	15
167.37	to 172.72		25	25
172.72	to 175.88		30	30
175.88	to 195.97		25	25
195.97	to 196.22		15	15
196.22	to 213.08		25	25
213.08	to 222.15		30	30
222.15	to 228.13		25	25
228.13	to 231.02		30	30
231.02	to 237.05		40	40
237.05	to 237.74 (South Fork)		40	40
237.74	to 240.21		30	30
240.21	to 242.80		45	45
242.80	to 246.85		30	30
246.85	to 247.20		25	25
247.20	to 252.46		30	30
252.46	to 255.70		45	45
255.70	to 257.00		35	35
257.00	to 258.08 (Scotia Bluff)		15	15
258.08	to 262.50		40	40
262.50	to 262.70		35	35
262.70	to 266.00		45	45
266.00	to 268.30		40	40
268.30	to 270.60		45	45
270.60	to 273.34		35	35
273.34	to 277.05		45	45
277.05	to 277.55		40	40
277.55	to 282.00		45	45
282.00	to 283.14		20	20
283.14	to 284.10 (Eureka)		10	10
EASTWARD, EUREKA TO KORBLEX				
★284.10	to 285.80 (Eureka)		10	10
285.80	to 292.10		25	25
292.10	to 292.23		10	10
292.23	to 295.57		20	20
EASTWARD, ARCATA TO SAMOA			25	25
EASTWARD, ALTON TO CARLOTTA			25	25

TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT–MIXED
MP	MP	Column:	1	2
WESTWARD, EUREKA TO WILLITS:				
284.10	to 283.14 (Eureka)		10	10
283.14	to 282.00		20	20
282.00	to 277.55		45	45
277.55	to 277.05		40	40
277.05	to 273.34		45	45
273.34	to 270.60		35	35
270.60	to 268.30		45	45
268.30	to 266.00		40	40
266.00	to 262.70		45	45
262.70	to 262.50		35	35
262.50	to 258.08		40	40
258.08	to 257.00 (Scotia Bluff)		15	15
257.00	to 255.70		35	35
255.70	to 252.46		45	45
252.46	to 247.20		30	30
247.20	to 246.85		25	25
246.85	to 242.80		30	30
242.80	to 240.21		45	45
240.21	to 237.74		30	30
237.74	to 237.05 (South Fork)		40	40
237.05	to 231.02		40	40
231.02	to 228.13		30	30
228.13	to 222.15		25	25
222.15	to 213.08		30	30
213.08	to 196.22		25	25
196.22	to 195.97		15	15
195.97	to 175.88		25	25
175.88	to 172.72		30	30
172.72	to 167.37		25	25
167.37	to 167.11		15	15
167.11	to 144.65		25	25
144.65	to 143.10		30	30
143.10	to 140.87		40	40
140.87	to 139.50		20	20
WESTWARD, KORBLEX TO EUREKA				
295.57	to 292.23		20	20
292.23	to 292.10		10	10
292.10	to 285.80		25	25
★285.80	to 284.10 (Eureka)		10	10
WESTWARD, SAMOA TO ARCATA			25	25
WESTWARD, CARLOTTA TO ALTON			25	25

RATING OF ENGINES — In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Willits to Loleta	Loleta to Beatrice	Beatrice and Eureka	Eureka and Arcata	Arcata and Samoa	Arcata to Korblex	Korblex to Arcata	Beatrice to Loleta	Loleta to Willits	Alton to Carlotta	Carlotta to Alton
DF-114,116 to 118,120 to 122,124, 125	5279 to 5293,5308 to 5335,5339 to 5444, 5449 to 5493	5000	3475	5000	5000	.....	1900	4800	2650	2650	2800	2400
DS-600 to 604	4600 to 4623	3325	2200	3325	3325	3325	950	2400	1450	1450	1400	1200
DS-605 to 606	4624 to 4633	3925	2400	3950	3950	3950	1075	2675	1700	2000	1600	1350
DS-4, 5	1004 to 1016	1625	1325	2975	2975	2975	575	1475	950	1125	875	725

TPLCo. engines permitted to operate on NWP tracks between Rohnerville and South Fork and Alton and Carlotta.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
All engines	Firco	Beyond engine restriction sign placed 100 feet east of derail.
All engines	South Bay	Wharf track.
DF-114, 116 to 118, 120 to 122, 124,125	South Bay	Beyond engine restriction sign placed 547 feet from point of switch on PG&E Spur.
DF-114, 116 to 118, 120 to 122,124,125. DS-605,606	Eureka	Trestle to log dump Park Loading Co.
All engines	Samoa	Beyond engine restriction sign placed 100 feet from end of long track serving warehouse No. 14, Georgia-Pacific Co.